

BOARDERS WANTED.---Only 30c. or a 14-Word Advt. in The World.

EXTRA.
17 DEAD
KNOWN.Some of the In-
jured in Hospi-
tals Will Die.

LIST GROWING.

Awful Scenes on the
Meadows at Hacken-
sack Bridge.

REAR-END COLLISION.

Three Cars of the Dover
Express Telescoped by a
South Orange Train.

RELIEF WAS SLOW.

The Mangled Corpses Taken
to the Morgues in
Hoboken.An awful wreck occurred about 8.20
o'clock this morning on the Morris and
Essex branch of the Delaware, Lacka-
wanna and Western Railroad, at the
Hackensack bridge, about one-eighth
mile from the East Bergen tunnel and
quarter mile from Marion.The 7.55 South Orange accommodation
ran into the Dover express, which had
slowed up just before reaching the bridge,
and telescoped the three rear cars of the
Dover express.The number of dead was reported to
be from twenty to twenty-five, with as
many injured.The names of the dead and injured,
as far as learned, follow:

The Dead.

J. H. RIMMER, of Summit, N. J., cashier for

E. W. Boocock, 29 Broad street, this city.

EDWARD MORRIS, of Summit, N. J., sales-

man for the Smith Typewriting Company.

JOHN FISH, of Summit, N. J., civil engineer.

DURYEA, of Summit, N. J.

PATRICK RYAN, of Millburn, N. J.

THEODORE WHITE, son of Dr. White, of Sum-

mit, N. J.

JAMES GORTZ, of Hacking Ridge, N. J.

DR. JOHN DOTY, of Hacking Ridge, N. J.

W. L. GUILLADEAU, of Montclair, N. J., traffic

manager of the Old Dominion Steamship Company;

officer of Montclair Club; leaves a widow and

family.

EDWARD KINSLEY, Bernardsville, N. J.

WILLIAM J. TURNER, Hacking Ridge, N. J.,

bookkeeper for Field, Chandler & Seymour; leaves

a widow and four children.

JOHN ARNDT, residence unknown.

WILLIAM FERGUSON, fifty-five years old, of

Summit, N. J.; employed in the Auditor's office

of the Western Union Telegraph Company; was in

the end car of the train that was telescoped; died

one hour and a half after he had been removed to

St. Mary's Hospital, in Hoboken; leaves a widow,

son and two daughters.

D. CAMERON, Summit, N. J.

A. H. GARDNER, Summit, N. J.

JOHN TURNER, Short Hills, N. J.

WILLIAM B. ADAMS, Summit, N. J.

T. Injured.

DAVID HOFFMAN, aged forty-five, lives at

South Orange; engineer of the South Orange ex-

press; badly injured about the head.

IRVING MEYER, German of the South Orange ex-

press, injured internally and about the head.

CARL B. SCHULTZ, Jr., aged twenty-four,

of Murray Hill, N. J., son of the well-known

mineral water manufacturer in this city, sustained

a compound fracture of the right thigh; will

be taken to Hoboken.

How the Disaster Occurred.

D. D. Bidwell, of East Orange, who

was a passenger on the South Orange

train, which left that station at 8.05,

told the following story of the collision:

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all

trains were held at Newark, and at one

time no less than eight trains were

kept there.

The train seemed to fear further

danger from the fog at the Newark

depot, and made all the passengers in

the trains behind leave the coaches.

Even above Newark trains were stopped

well up the line.

As soon as the wreck was known all